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Merry Christmas and Happy New Year

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of the
MONTANA AERONAUTICS COMMISSION
Box 1698
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Montana Aviation History

By FRANK W. WILEY

The Montana Aeronautics Commission is developing an Aviation History of Montana. This is a cooperative project with the State Historical Society. This permanent record of Aviation Development in Montana will become a part of the files of the State Historical Library and will include exhibits of Aviation, material and pictures together with files on Aviation events and early day pilots.

The following story was published in the Northwest Tribune in 1920, and relates the uninhibited activities of an early day Montana Pilot, whose operations were not restricted by FAA, CAB or any State Aviation Agency:

"After a 5,000 mile swashbuckling trip without parallel in American aviation history, in which he touched on the southern, westetrn, northern and eastern boundaries of the country, Merrill K. Riddick, son of Congressman Carl W. Riddick of Montana, and one of the most daring pilots in the country, has come to grief in Washington.

He made the flight to the capital with the sole intention of going into the passenger carrying business in Washington, where he is well known. When he landed at Bolling Field, the army fliers gave his plane the O. O. and raised their eyebrows in surprise.

The plane failed to pass the army aviation tests. "You can't carry passengers from Bolling Field in that thing," said Major M. F. Scanion, commanding officer.

But is Riddick dismayed? Not by a long shot.

"I flew this ship from Texas to Chicago and from Chicago to Washington, and it never let out a chirp of protest," he said. "It's a pretty faithful old bus and I'll trust it anywhere."

And so saying, he blithely rolled the ship into a hangar, where he had the motor removed and sent into Washington for overhauling. Major Scanlon was not satisfied and called Major Harry Gessford, Washington's snappy Chief of Police. "Don't let him fly that ship, major," the army officer pleaded. "He'll ruin our reputation." But Major Gessford said he had nothing to do with aviation matters; the air was out of his jurisdiction. Riddick could fly when and where he pleased.

And so the former airmail pilot let out a couple of happy whistles and began to look around for business. In the meantime, he answered volleys of questions as to his trip. The plane, a Standard, he bought for $3,000 from the Dayton-Wright Company, at Dayton, Ohio. He flew passengers for a time in Texas, then started a little more than two months ago for Chicago, flying passengers at the towns and cities enroute. The flight took him two months.

He arrived in Chicago, sunburned and healthy and jazzed into town and took stock, and found that he had something less than two dollars in cash and no prospect of anymore immediately. Anyway. he wanted to get on to Washington and get to work.

So, with eight gallons of gas in his tank he hopped out of Chicago. Saturday morning he headed for the southeast and figured on six miles to the gallon, and when he thought he had used up his supply he landed gracefully at the nearest town, which was Gary, Indiana. He now had no gasoline and no money so he began casting around for natives who wanted to take a flight. He finally found a victim who paid $3.50 in advance. Riddick bought gasoline, had a little hop with his passenger and headed merrily on his way.

At Valparaiso, Ind., his motor popped in a discouraged fashion and Riddick knew that it was again time to feed his tank. Here he found a ready customer who paid $5.00 for the privilege of looking at his backyard from "upstairs". With his motor humming merrily, Riddick again 'gave her the gun', and rollicked on his way. At Hamlet, Ind., two men wanted to try the life of a bird for a few minutes. Riddick touched them for $5.00 each and began filling his pocket as well as the insatiable gas tank.

At Monroeville, also in Indiana, he found sixteen persons who were willing to pay $3.50 each for a little joy ride in the clouds. Here Riddick filled himself with the best chow in town and purchased for his sturdy steed a brimming flagon of gasoline with a real 'head'.

The ship perked up instantly and roared joyfully on to Kenton, Ohio, before it gave up. Here he was unable to find anyone who wanted to part with his sheckels for a flight, so he purchased a tank full of gas and shook the dust of the town from his tail skid. Before leaving Ohio, he collected another $5.00 tribute, and plugged on toward Wheeling, W. Va.

However, Old Sol decided to call it a day and left him flying on in the gathering dusk with but three gallons of gas in his tank. He accordingly landed on the top of a conveniently flat mountain near Old Concord, Pa., where he stretched his legs and then shouted for the natives to come and invite him to supper.

Finally, an old farmer came up to the hill, gaped at the ship from all possible angles and a lot of impossible ones, rubbed his nose, and gave the pilot the well-known up and down.

"Son", he said, "you can't have a nerve in your body. Come and have supper with me." So Riddick had a good supper and a long night's sleep in a wonderful feather bed. In the morning he soaked his host $5.00 for a hop and when he had landed, another farmer took a chance, also at $5.00.

After collecting all the loose change in West Virginia, he tore up the atmosphere on his way to Washington and at 3 o'clock Sunday afternoon, he put his wheels down in a vacant lot on Massachusetts Avenue to the consternation of residents and the portion of the police department within rallying distance.

"Where am I?" he muttered in the general direction of the least awestricken r e s i d e n t, as he flashed an indestructible smile and flicked a speck of oil and soot from his features. Then without waiting for the bystanders to rally from this quip, he proceeded to take stock once more and found that he had very little gas in his tank but that he had $35.00 in his pocket. He also found that he was very near the home of his father, who lived at 3011 Dent Place Northwest.

He abandoned the plane temporarily and went home, where he divided his attention between chow and conversation until bedtime. Monday morning he persuaded his mother to take a little flight with him so they hopped off from the Mass. Ave. Extended real estate, and flew over to Bolling Field, where the Army men raised their eyebrows, as has been said. Mrs. Riddick said she enjoyed it thoroughly and that she wasn't a bit afraid."

FRONTIER AIRLINES TRAFFIC DATA AT "USE IT OR LOSE IT" CITIES

SEPTEMBER

	Passengers On	Actual Aircraft Departures	Average Passenger Loading Per Flight
Billings	759	141	5.31
Glasgow	80	56	1.42
Glendive	36	55	.65
Great Falls	204	58	3.51
Havre	31	52	.59
Lewistown	71	57	1.24
Miles City	62	58	1.06
Sidney	74	87	.85
Wolf Point	36	52	.69
OCTOBER			
Billings	593	148	4.00
Glasgow	85	59	1.44
Glendive	29	58	.50
Great Falls	174	62	2.80
Lewistown	52	59	.89
Miles City	51	62	.82
Sidney	70	90	.77
Wolf Point	28	57	.49

December 31, 1905—A total of 50 flights made by the Wrights this year in their third machine. Average speed for all flights 38 m.p.h.

ACCIDENT PREVENTION

BERNARD A. GEIER
FAA Safety Agent, Billings

The "Private Pilot Flight Test Guide" is a small booklet published by the Government Printing Office to provide a guide to those preparing for a flight test. This booklet is now being given to each student when the Student Pilot Certificate is issued.

The private flight test, as in the case of other flight tests, has been developed to cover those maneuvers that if improperly performed could cause an accident. The proper performance of these maneuvers will result in the applicant learning his limitations and the limitations of his aircraft. When you look through this booklet you can see a place in everyday flying where you would use these conditions of flight.

"Operations at normal and minimum controllable airspeeds," is the title of one item under the "Basic P i l o t i n g Techniques" phase. This maneuver is used when coming into traffic behind a slower aircraft and when making an approach to a short field at reduced airspeed. From this maneuver you learn how to hold altitude at any airspeed and at the same time, you learn to hold any airspeed between cruising and minimum at any altitude. If, from this maneuver, you learned nothing more than the ability to hold constant approach speeds, the time invested would be well spent.

With only very little imagination, you can see practical useage for any maneuver.

All through this booklet, reference is made to the Airplane Flight Manual. If you will read your Flight Manual and follow it, you will get the most in safety and performance out of your aircraft. The tested and proven methods of airplane operation as shown in this Manual, are far ahead of your own "trial and error" methods. On your next flight, use the check list in your Airplane Flight Manual. Take advantage of the experience of the aircraft manufacturer.

Now, for all you readers who have had your certificate for a number of years—look through one of these booklets. If you cannot perform these maneuvers as specified, you do not meet the minimums for your certificate. If this is the case, get in touch with a current flight instructor and requalify yourself. When you do this, contact me about getting your Blue Seal Certificate.

Pilot Registration Due

Enclosed with this issue of "Montana and the Sky", is the 1963 Pilot Registration Form, which should be completed and returned to the Montana Aeronautics Commission office immediately.

It is required that all pilots operating aircraft in Montana register their FAA Airman's Certificate annually with the office of the Montana Aeronautics Commission. The registration fee is one dollar. A registration certificate will be issued.

Registration is required by student, private, commercial and airline transport rated pilots who are not engaged in scheduled interstate airline operation.

Rotorcraft Pilots

Holders of pilot certificates with helicopter or autogyro ratings issued prior to July, 1962, must exchange their certificates for a Rotorcraft category rating with helicopter or autogyro class rating by January 31, 1963. The reason for the certificate alteration is to differentiate between helicopter and gyroplane ratings.

Capt. Edward V. Rickenbacker, America's "Ace of Aces," is credited with 21 enemy airplanes and 4 balloon victories.

AIRPORT NOTES

By JAMES H. MONGER
Chief, Airports Division

WEST YELLOWSTONE—The master plan for the new West Yellowstone Airport has been tentatively approved by the FAA. This plan shows the development to include a paved runway 8400 feet long by 150 feet wide with a paved parallel taxiway 75 feet wide. The airport will be completely lighted. We expect to call for bids early next year and start construction as soon as possible. This project will be financed with funds from Yellowstone National Park, and their funds will be matched by the FAA. Upon completion, the airport will be administered and controlled by the MAC which accepted sponsorship of this project a year and a half ago.

LINCOLN—The FAA has informed the MAC that the project proposed for Lincoln, Montana, has been accepted through their regional office in Kansas City, and is now receiving a legal determination at Washington, D.C. We expect this project to be programmed immediately and constructed during the summer of 1963.

BROADUS, EKALAKA, WIBAUX — County Commissioners from these three locations have indicated they will make application immediately for the construction of new General Aviation utility airports. These three projects can be completed early next summer if adequate land can be obtained.

PHILIPSBURG — A master plan has been submitted to the FAA for approval of a local, state and federal project at Philipsburg, county seat of Granite County. This project will consist of one north-south runway, 3800 feet long by seventy-five feet in width, along with a taxiway and parking apron. The MAC expects that the city of Philipsburg and County will each borrow $10,000 to aid in the financing of the project.

DILLON — An architectural sketch of an administration building for the Beaverhead County Airport has been submitted for review. This proposed structure will house FAA facilities, provide space for a flight operator, pilot's lounge and waiting room. It is hoped that the building can be completed early in 1963.

MONTANA TOWER-CONTROLLED AIRPORT OPERATIONS FOR NOVEMBER

	Total Operation	Instrument Operation
Great Falls	7,792	992
Billings	6,976	687
Missoula	2,013	250
Helena	2,004	83

AIRPORT AID

All communities planning to build a new airport or improve the existing one, and who are in the National Airport Plan are urged to submit their Requests for Aid to our Federal Aviation Agency District Airport Office, P. O. Box 157, in Helena, as soon as possible, but no later than February 15, 1963. This program is for work to be accomplished during the fiscal year beginning July 1, 1963, and the announcement of the approved program will be prior to this date.

During the past fiscal year allocations of Federal funds in excess of $1,000,000, were issued to communities in Montana for establishing and improving airports under the Federal-Aid Airport Program. It is our desire to have the last year's amount exceeded and to increase the number of General Aviation as well as Air Carrier development projects.

Sponsors desiring to submit a request for public airport development should contact our office and we will be glad to discuss your proposals with you.

Wes Pearson
District Airport Engineer
Federal Aviation Agency
Helena, Montana

Exam-O-Gram No. 14
Radio Communications Frequencies

Can You Find the Following Most Commonly Used Frequencies?
NOTE: Use data on Chart.

	You Transmit On	You Receive Station On
1. Douglas, Arizona, FSS (Enroute Radio Contact)		
2. Douglas, Arizona, FSS Arpt. Advisory Service		
3. Fort Sumner, N.M., UNICOM		
4. Albuquerque, N.M., (Kirtland) Tower		
5. Albuquerque, N.M., (Kirtland) Ground Control		
6. Santa Fe, N.M., Tower		
7. Santa Fe, N.M., UNICOM		
8. Colo. Springs, Colo., (Peterson) Ground Control		

Test your knowledge by writing in the appropriate frequencies, check your answers with those listed and then read on.

Many beginning pilots get the idea that radio communications is a complex process involving an infinite number of frequencies and requiring a practiced art in operation. For this reason these same pilots shy away from normal usage of their radio equipment and consequently fail to realize the full benefit to be gained from it.

Air traffic is increasing steadily, and orderly movement of aircraft in flight and on airports is as imperative for aviation safety as highway traffic regulations are for automobile travel. For this reason the FAA has established certain requirements for two-way radio capability at tower-controlled airports and additionally, the use of this equipment, if installed, at uncontrolled airports served by an FSS Station or a private tower.

The FAA radio facilities are for all pilots' use. In the interest of safety for yourself and others, take advantage of these facilities on every flight. By keeping tuned to the appropriate frequencies along the route, you will receive much important information; and when you enter a congested area you will indeed find your radio a true friend.

Learning to use the aircraft radio is not difficult. Correct radiotelephone phraseologies and techniques should be used if possible; however, pilots should never hesitate to use the radio be-

cause of lack of familiarity with these procedures. A message in the pilot's own words is always acceptable. **So Use Your Radio; Learn In Actual Practice.**

Now that we've explained the importance of radio communications, and hope it has made an impression, let's examine the question of appropriate frequencies.

What Are the Most Important Frequencies? It is realized that many light airplanes are equipped with transmitters having a very limited number of channels. For this reason you must be very selective in choosing which frequencies would be most important. The following list of aircraft **transmitting** frequencies are listed in order of importance for most general aviation-type flying in most areas.

1. 121.5 mc—Emergency (world-wide)
2. 122.1 mc—Flight Service Station (FSS)
3. 122.5 mc—Most FAA towers
4. 122.8 mc — UNICOM (airports with towers) indicated on charts and in Air Guide
5. 122.7 mc—Some FAA towers

EXCERPTS FROM AIR NAVIGATION RADIO AIDS SECTION OF AIRMAN'S GUIDE

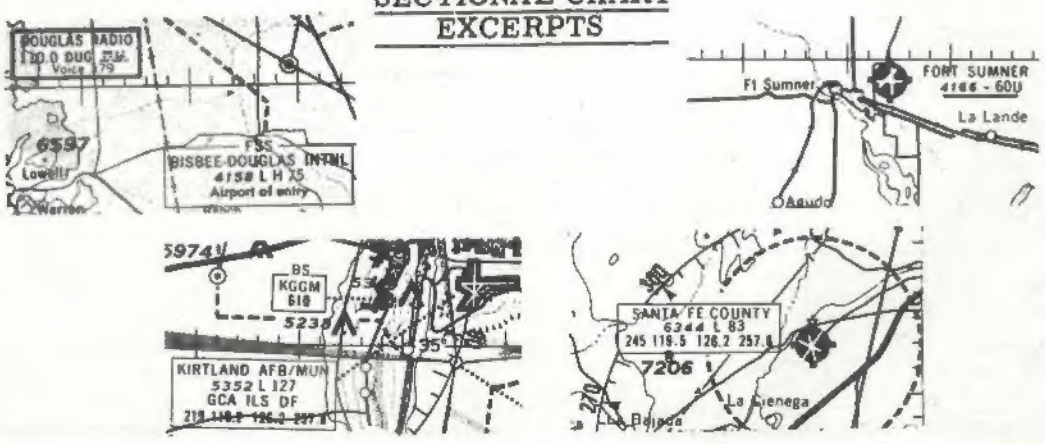
LOCATION	CLASS	IDENT	FREQUENCIES		REMARKS
			TRANSMITS	RECEIVES	
ARIZONA					
DOUGLAS (AAS) ¹	L-BVOR	DUG	110.0 V 243.0 255.4 272.7	(3) —3023.5 req◆	
COLORADO					
Colorado Springs, Peterson Fld.	AC(g.7)		215 118.5 119.9 120.2 126.2 243.0 269.1 348.6 360.6 362.3 383.1	(2) ◆	
NEW MEXICO					
Albuquerque, Kirtland AFB	AC(g)		219 118.3 119.2 121.1 123.9 124.3 126.2 134.1 137.65 142.02 243.0 257.8 263.0 289.4 305.4 317.6 335 R 348.6 354.1 360.8 363.8 385.6	(2) ◆	
Santa Fe, Co. Mun	C(g)		245 119.5 126.2 257.8 °491.6	122.5	

V=122.2, 126.7, 135.9 mc transmitted. ◆=Guards same VHF and UHF freqs facility transmits except 122.2 mc. (1)=3023.5 kc guarded. (2)=3023.5 kc; 122.5 mc. (3)=3023.5 kc; 122.1, 126.7, 135.9 mc., e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g)=Tower equipped with 121.9 mc or (g.7)=Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all FSS, Towers (FAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. °=Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS. See Legend Page (Radar/Rdo-4) for VOR Monitoring Classification and Radio Class Designations.

6. 122.6 mc—Some FAA towers and pilot to weather forecaster
7. 121.7 mc—Tower ground control
8. 121.9 mc—Tower ground control
9. 123.0 mc — UNICOM (airports with towers) indicated in Air Guide—thus—X
10. 122.4 mc—A few FAA towers

It would be advisable to choose the frequencies to be installed in order of importance, depending upon the capability of your transmitter. For example, if your set has only 4 channels, then use 121.5, 122.1, 122.5 and 122.8. (Note: For your particular area, a different frequency might be more important.) Should your set have a greater capability than 10 channels, we recommend this standard group plus additional frequencies as necessary to suit your particular needs. For more information on frequency utilization, see page 7 of the Flight Information Manual. (Note: The reverse side of many Sectional Charts also contains a list of assigned frequencies.) Most aircraft receivers can be tuned to any frequency within the standard VHF band, and therefore

SECTIONAL CHART EXCERPTS



present little or no problem from the standpoint of frequency restriction.

Where Can You Find Frequencies for Specific Towers and Other Radio Aids? The most convenient source is on the Sectional Chart. Frequencies which the facility can transmit on are enclosed in a box and placed adjacent to the facility. Should the facility have no voice transmitting capability, then the words "no voice" will appear on the bottom line of the box. A frequency followed by the letter "G" — shown thus 1.227G—means that this facility listens or receives **only** (guards) on this frequency. Remember, most FAA towers can receive on 122.5 and all Flight Service Stations (FSS) can receive on 122.1. **Although the map is a handy source for determining assigned frequencies, we wish to emphasize that the Airman's Guide is the best source.** Here you find not only the complete list but also the most current. Remember to check the NOTAMS Section for any late changes.

ANSWERS

Is Landing and Takeoff Guidance Available From FAA Flight Service Stations? Yes. Airport Advisory Service is provided by FAA Flight Service Stations at many non-controlled airports and will be indicated thus on Sectional Charts. This means that, when operating at the Somerset Airport, the FSS Station will furnish you with takeoff and landing information, current known traffic and active runway, **but no airport traffic control.** Normally this information is transmitted to you on 122.2; however, it may be transmitted on other frequencies if you so request. It is mandatory that you maintain contact with these stations when operating to or from the airport within 5 miles of the airport, if you have the radio capability.

What Problems Exist When Manually Tuning Your Receiver? (1) The receiver may not be properly calibrated—that is, the final setting of the dial to obtain maximum reception does not agree with the published frequency; (2) the receiver may vibrate off the selected frequency because of shock produced by taxing, landing, turbulence, etc.; and (3) not monitoring for other transmissions before transmitting.

What Can You Do to Help Eliminate These Problems? When tuning to a new frequency, adjust your set to the published frequency. If you receive nothing, move the tuner back and forth to either side of this setting to try to obtain reception. If it is a voice communications frequency only and you receive no transmissions after this procedure, transmit for initial contact with the ground station. Immediately start moving the tuner back and forth to either side until you receive the ground station; then tune for maximum reception. Note the final setting; if it is different than the published frequency, apply this to future settings and use the same technique. If you have two receivers with one adjusted to ground control frequency prior to landing, you may have to reset it after landing since the landing jar may vibrate it off frequency. Always Monitor Your Receiver Before Transmitting and Always Identify Aurally Any Navigational Radio Aid Station to Which You Tune. "Whistle stop" tuning (an aural signal that indicates when transmitting and receiving frequencies are identical) eliminates some of the problems of manual tuning.

What Is the Reception Distance of VHF Radios? VHF frequencies are described as having line-of-sight usability. While this is not exactly true, best reception is obtained when a line of sight does exist. In actual practice the following figures can usually be depended upon.

Aircraft Height Above Station*	
1,000 feet	
5,000 feet	

*(Based on no intervening physical obstructions.)

Do Your Answers Agree With These?

1.	1.22.1	110.0
2.	1.221	122.2
3.	122.8	122.8
4.	122.5	118.3
5.	121.9	121.9
6.	122.5	119.5
7.	123.0	123.0
8.	121.7	121.7

EXCERPTS FROM DIRECTORY OF AIRPORTS SECTION OF AIRMAN'S GUIDE

DIRECTORY OF AIRPORTS

CITY AND AIRPORT NAME	LOCATION	ELEV.	LONGEST RNWY FACILITIES	FUEL	REMARKS
NEW MEXICO					
Fort Sumner Mun (P)	2NE; 34°29′, 104°13′	4166	h60-U	F4	
SANTA FE-COUNTY MUN (P, NG)	10SW; 35°37′, 106°05′	6344	h83-BL4-S5-W-X	F4	

UNICOM

Unicom (Aeronautical Advisory Station transmitting and receiving, during the airport hours only, as follows):
U—122.8 mc (for airports *without* a control tower; and
X—123.0 mc (for airports *with* a control tower).

Congratulations ! !

CERTIFICATES ISSUED RECENTLY TO MONTANA

Hillis, Maurice G., Great Falls—AMEL added to Com. ASEL&S
Haas, Gary A., Glendive—Student
Lucken, Summer G., Great Falls—Student
Cummings, Naomi D., Great Falls—Student
Fulton, Charles E., Bozeman—Student
Ellis, Richard L., Great Falls—Private ASEL Exchanged
Garrity, Leo., Great Falls—Com. ASEL
Carter, James D., Chester—Student
Croskrey, Robert F., Bigfork—Student
Brown, Richard D., Chester—Student
Christiansen, Edgar A., Conrad—Private
Anderson, Robert M., Fort Benton—Private ASEL
Spear, John R., Jr., Fort Benton—Private ASEL
Collins, William E., Great Falls—Private ASEL
Hanson, Laulette I., Fort Benton Blue Seal on Private ASEL
McCracken, Roy L., Bozeman—Private ASEL
Oyler, Enos T., Manhattan—Private ASEL
Sowerwine, Elbert Orla, Jr., Helena—Student
Granger, Eddie M., Helena—Flight Instr.—Airplanes
Wyatt, William Clyde, Hardin, Student
Bredow, Herbert Edward, Billings, Instr. on Commercial
Johnson, Floyd Cecil, Wolf Point, Student
Watkins, Bruce Lincoln, Shelby, Multiengine on Commercial
Hartley, Howard Kenneth, Glasgow AFB, Commercial
Fagg, Harrison Grover, Billings, Student
Harris, Joel Stewart, Columbus, Student
Matovich, Paul George, Columbus, Student
Barr, George Arnold II, Froid, Student
Sleight, John Blaine, Billings, Student
Washington, Robert Oral, Broadus, Student
Coil, Grace Winifred, Miles City, Student
Ronning, Warren E., Rock Springs, Student
Robert, Paris W., Roundup, Student
Wallop, Edward John, Big Horn, Wyo., Private
Dow, Jack C., Sheridan, Wyo., Student
Hardy, Alfred Edward, Plentywood, Flight Instructor
Porter, Clyde, Hardin, Student
Barnard, Grant Whitney, Billings, Student
Willis, John Meredith, Billings, Multiengine on Commercial
Veltkamp, Bernard James, Billings, Basic Ground Instr.
Hanks, Dean Earl, Billings, Private
Patton, John Allen, Sheridan, Wyo., Private
Turner, Stechman, Sidney, Private
Berner, Charles Herman, Sidney, Private
Haubrick, Paul William, Glasgow, Student
Lohff, Martin Richard, Glasgow AFB, Student
Smith, Philip Allen, Glasgow, Student
Wittmayer, Howard Emmons, Glasgow, Student
Pintar, Daniel Richard, Glasgow AFB, Student
McGinnis, Robert Allen, Glasgow, Student
Anderson, Richard William, Glasgow, Student
McLeary, Dennis M., Roundup, Student
Hayden, Benjamin Weston, Great Falls, Student
Woltermann Columbus, Flight Instructor
Smith, Roger Arthur, North Dakota, Private
Fields, Lawrence Henry, Billings, Student
Lane, Patrick J., Three Forks—Student
Clark, Darrell L., Missoula—Student
Berg, Oswald, Bozeman—Instrument Rating
Smith, Veryl Lionel, Havre—Student
Johnson, Bud C., Malta—Student
Wetzsteon, Sterline M., Missoula—Student
Widmer, Katherine Thompson, Bozeman—Student
Lane, William R., Three Forks—Student
Bonhomme, Pete F., Livingston, Student
Jursnick, John P., Butte—Student
Smith, Oliver C., Twin Bridges—Student
Moore, Gladys I., Livingston—Student
Zintek, Richard C., Lewistown—Student
Bodner, Kenneth M., Belgrade—Student
Foster, Mack Hamlin, Ronan—Student
Martin, Gary J., Tampico—Commercial
Archer, Neil F., Great Falls—Private
Hartley, Albert E., Agar, South Dakota—Private
Jackson, Wilbur Roy, Great Falls—Commercial
Ukrainetz, William, Great Falls—Private
Gregg, Wesley J., Whitefish—Private
Forsman, Edward A., Great Falls—Student
Blankenship, Philip E., Roundup—Student
McDonald, Thomas E., Missoula—Student
Klaue, James D., Vaughn—Student
McKenzie, Darrly T., Great Falls—Student
Wetzel, Frank D., Great Falls—AMEL to Com.
Seay, Earl, Great Falls—Instrument
Monson, Walter J., Big Sandy—Private
Ebaugh, Harold C., Havre—Commercial
Cunningham, Cole E., Knoxville, Tenn.—Private
Schendel, Dale W., Missoula—P ASEL
Elderkin, Jack, Butte—Student
Fix, Daniel George, Missoula—Student
Moore, Ralph E., Livingston—Student
Howard, George M., Malmstrom AFB—Student

Patefield, Wallace J., Great Falls —Airframe Mechanic
Wasson, Earl O., Whitwater— Student
Evensen, Thomas, Choteau— Student
Benson, Lawrence H., Missoula— Student
Mooney, Albert Silva Jr., Butte— Flight Instructor
Capper, Leon G., Butte—Private
Rogers, Bruce L., Billings— Private
Weaver, Daniel R., Butte— Student
Curtis, Neal Wray, Belgrade— Student
Kane, Kenneth J., Havre— Student
Arensmeyer, Richard T., Choteau —Private
Evensen, Thomas, Choteau— Private
Blixrud, Leonard L., Choteau— Private
Hinman, Harold G., Choteau— Private

FOR SALE: 7FC Champion 735 TT, Airframe & Engine, 95 Horse Continental, always hangared, very clean, full panel, VHT3 Super Homer, New License in Oct. 1962. $3,000. Ernie Handford, Fort Benton, Mont.

FOR SALE: 150 Cessna, full panel, Super Homer Radio, 60 Hrs. since major overhaul on engine, TT 1476 Hrs. $4,950, Butte Aero Sales & Service, Box 743, Butte, Mont., Bert Mooney.

FOR SALE: K Model Bonanza, TTA & E 585 Hrs., full panel ADF Mark 5, Super Arcon autopilot, oxygen, perfect condition, always hangared. John T. Parker, Box 628, Hamilton, Ph. 314W or 99.

FOR SALE: 1949 Stinson Station Wagon 165, Heavy Case, new annual 695 hrs. TT since new, $3200, Frec Naegele, Box 617, Helena.

FOR SALE: 1954 Cessna 180, Omnigator, Lear A.D.F. New upholstery, 160 hours since top overhaul. Contact Fred Naegele, Box 167 Helena or call 442-4380.

SHORT HISTORY OF MAN

Interested in the shortness of the day.

Interested in the shortness of skirts.

Interested in the shortness of breath.

Operator: "What are you doing here—I thought I fired you two weeks ago?"

Gas Boy: "I know — I just dropped by to see if you were still in business!"

December 31, 1903—Cash outlay of the Wright Brothers for building and flying their first power plane is less than $1,000. This includes their railroad fare from Dayton, Ohio, to Kitty Hawk and return.

The difference between horse races and political races is that in a horse race the whole horse wins.

MEMBER
NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Goevrnment and other groups in research, development, and advancement of aviation; to develop uniform aviation laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."

MONTANA AERONAUTICS COMMISSION
ORO Y PLATA

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Helena, Montana
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